

## THEY SAY

there are Babbitts in every city and town in the United States to quote Harry Hansen, "enough Babbitts to elect a President."

When Winter Comes to Main Street, almost every Babbitt will be enjoying

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## LAW MAKES TARIFF GENUINELY ELASTIC

Culbertson Announces Rules by Which Rates May Be Altered.

## APPEAL PLAN SIMPLIFIED

Commission Inquiries Will Be Conducted on Lines of Court Procedure.

Rules of the United States Tariff Commission, under which any one who wants a rate or classification of the new tariff law changed may make his application, were made public yesterday by William S. Culbertson, vice-chairman of the commission, at the annual convention of the American Manufacturers Export Association in the Waldorf-Astoria.

The law gives the President power to increase or decrease rates or change classification of articles after investigation by the Tariff Commission has proved such action necessary. That is the meaning of the "elastic tariff." Now Mr. Culbertson tells just how elasticity is to be achieved.

The commission has reshaped its organization completely. It will have a New York office and also will hold investigations in foreign countries. The rules are taken to indicate that the Tariff Commission will assume wide jurisdiction and act as a quasi-judicial body similar to the Interstate Commerce Commission.

## Rules of Procedure.

Following are the rules as made known by Mr. Culbertson: Application for an investigation may be made by any person, partnership, corporation or association. An application is not required to be in any special form, but it must be in writing and signed by or on behalf of the applicant, and in the case of an application under Section 316 it must be under oath. Every application must state the name, legal residence, business address, occupation and business connection of the applicant, and contain a short and simple statement of the relief sought and the grounds therefor. If the information contained in the application is deemed by the commission to be insufficient, the commission may permit the applicant to amend it or to submit evidence.

In the case of applications for an investigation under section 316 the commission may permit the applicant to amend it or to submit evidence.

An investigation may be ordered by the commission under section 315 or 316 either upon the initiative of the commission or upon application.

## Scope Not Limited.

The commission will not be confined to the issues presented in an application, but may broaden, limit or modify the issues to be determined.

Any person, partnership, corporation or association, showing to the satisfaction of the commission an interest in the subject matter of an investigation ordered may enter appearance in person or by a representative. Every person who has entered appearance shall be notified of the time and place of public hearings. Hearings shall be public unless ordered otherwise.

Witnesses, unless otherwise ordered by the commission, shall be examined orally. The attendance of witnesses and the production of documentary evidence may be required from any place in the United States at any designated place of hearing. Any member of the commission may sign subpoenas, and members and agents of the commission when authorized by the commission may administer oaths and affirmations, examine witnesses, take testimony and receive evidence. The commission may order testimony to be taken by deposition.

## Witnesses to Be Paid.

Witnesses summoned before the commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States, and witnesses whose depositions are taken and the persons taking the same, except employees of the commission, shall severally be entitled to the same fees and mileage as are paid for like service in the courts of the United States. Witness fees and mileage shall be paid by the party at whose instance the witness appears.

The commissioner or investigator in charge of any investigation shall review all the evidence and shall summarize the same and prepare a report in writing.

Parties who have entered appearance shall, prior to the filing of briefs, have opportunity to examine the report of the commissioner or investigator in charge and also the record, except such portions as relate to trade secrets. Briefs may be filed in each investigation and shall be printed in such form and manner as the commission shall direct, before the commission shall be before the commission.

Final hearings shall be before the commission. Parties who have previously entered appearance may file briefs and upon permission being granted by the commission present oral arguments. Appeals on matters of law under Section 316 shall be governed by the rules relating to appeals to be taken to the United States Court of Customs Appeals from decisions of the United States Board of General Appraisers.

## BANKS AND ROADS FIGHT OPEN BIDDING

L. C. C. Told Private Underwriting Protects Rail Investment Market.

## KAHN ISSUES WARNING

Competitive System Might Prove Ruinous to Carriers, Financier Says.

WASHINGTON, Oct. 26.—The Interstate Commerce Commission today threw its methods of supervising issues of railroad securities open for discussion before representative railroad officials and investment bankers, whom it summoned to Washington, seeking advice particularly as to whether it should hereafter require sale of such issues to the highest bidder after open competitive bidding. The latter proposal was met with emphatic objections by both railroad men and bankers, while Judge Robert S. Lovett, chairman of a special committee of railroad executives appointed to formulate views, challenged the local power of the commission to institute such practice.

Otto Kahn of Kuhn, Loeb & Co. expressed the opinion that such a system might prove ruinous to railroads, while Frederick B. Reynolds, president of the First National Bank of New York, said the commission in the matter "could do its worst and not hurt us (the bankers), but can hurt the railroads."

Morrow of J. P. Morgan & Co., A. H. Harris, vice-president of the New York Central, and Forney Johnston, counsel for the Association of Railroad Security Holders, were among the speakers called.

Mr. Kahn said the relationship of great banking houses to the railroad corporations had brought into existence the practice of private underwriting of larger loans. It had assisted the carriers, he contended, in getting loans successfully floated, in making up securities of a form and type to fit markets and, above all, had maintained a stable broad investment market on which railroad securities could always be bought and sold.

Judge Lovett spoke of the "genius which bankers have for protecting the securities market," as an important necessity in the flotation of large security issues. These issues, he said, sometimes constitute an invitation for speculators to try to bear loads that would make it impossible to maintain prices.

"When you feel that you can better size up money market conditions than the railroad officials and the bankers assuming they are acting in good faith," John E. Oldham, Boston, told the commission in concluding the session, "then you had better take over the financial management of the railroads within your board."

## HIGHER TONNAGE PRICE.

## PREVENTS TWO SALES

## Advance of \$5 to \$10 Reflects

## Expectation of Subsidy.

A recent sharp advance in the prices at which American freighters are being let for sale came to light yesterday, when it was learned that the C. & T. Intercoastal Line had abandoned its negotiations for the purchase of two additional ships and instead would charter tonnage to add to its coast to coast service through the Panama Canal.

Shippers are asking \$5 to \$10 a deadweight ton more for their American tonnage than they were a few weeks ago, and expect the Shipping Board is showing a disposition to do business at the low levels reached earlier in the year, according to those in touch with market conditions. The changed conditions are said to reflect the conviction held by most shippers that the subsidy bill will be passed by Congress at the special session to begin next month.

Should it appear definite that bill would be deferred until March of next year or later, say the observers, tonnage prices would drop \$10 to \$15. Other factors contributing to the advance are the big coal business from Europe, a fairly brisk movement of bulk cargoes in other trades, and especially the demand for cargo space on the intercoastal route, which has led to heavy purchases by some of the operators and to extensive chartering of vessels. By law only American ships may be operated in trade between territorial points of the United States.

## MARINE NEWS NOTES.

The steamship Orpesola, operating of the Hamburg-New York service under charter by the Royal Mail Steam Packet Company is due to arrive in New York on Monday on her last trip westward in this particular service. She is scheduled to sail on November 1 on the return voyage to the other end after which she will be turned back to her owner, the Pacific Steam Navigation Company, for use in that line's regular service between Liverpool and South America via Havana. The Royal Mail Steam Packet Company expects shortly to have its two new liners, the Orca and the Ohio, ready for transatlantic service.

Edgar P. Luckenbach, president of the Luckenbach Steamship Company, said yesterday on his return from Washington that he had asked Chairman Lusk of the Shipping Board about his reported decision to keep the Government ships in the intercoastal trade over the protest of the private owners. Mr. Luckenbach declared he had made no such decision and was still awaiting the report of

Commissioner Chamberlain on the matter.

The board's new service between the Pacific coast and the east coast of South America will compete with several of the Atlantic lines for not only passengers but freight. It was learned yesterday, Munson and Ward liners have been carrying coffee and sugar cargoes from South American and West Indian ports to New York and transshipping them to vessels on the intercoastal run between Atlantic and Pacific ports.

The Susquehanna, one of the ships allocated to Swaney & Hoyt for the Pacific-South American run, is at New York and will undergo voyage repairs here before being turned over to the operators. It is likely that she will carry passengers and freight from here to South American ports on the outward trip, entering her new run after discharging at Rio and Buenos Aires. Whether she will be managed by the Munson Line for the voyage from New York could not be learned.

## GASOLINE AND NAPHTHA CUT.

The Standard Oil Company of New Jersey has cut the price of gasoline 1 1/2 cents throughout its territory, which covers the entire Atlantic seaboard south of New York to New Orleans, Pennsylvania, Delaware and Florida. The company also has reduced the export prices of gasoline and naphtha 1 cent a gallon. The new quotations on cases gasoline in cargo lots is 28 1/2 cents a gallon, and United States navy specification in bulk 15 1/2 cents. Naphtha, 55-61 gravity, was reduced to 18 cents a gallon; 64-66 gravity to 21 cents and 66-68 gravity to 22 cents a gallon.

## TO BUY SAVAGE PLANT.

The Westinghouse Electric and Manufacturing Company virtually has completed negotiations looking to the purchase of the Savage, Pa., plant of the Savage Corporation.

## Fire Department Orders

## SPECIAL ORDER NO. 12.

I. Fireman first grade Michael J. Foley of H. & C. Company No. 14, in the department, having performed duty therein continuously for more than twenty years, is, on his own application, hereby retired, and is released from all service in the department, effective from and after October 27, 1922, to take effect from 9 A. M., November 1, 1922, and his name will be dropped from the rolls accordingly.

II. Searchlight Engine No. 1 is temporarily out of service.

Searchlight Engine No. 2, in addition to its own assignments, will take the assignments of Searchlight Engine No. 1 to take effect from sundown this date, until further notice.

III. Special leave of absence are hereby granted to the following members of the department:

Fireman first grade Theodore A. Micheney, 1st grade, 14, to 9 hours, from 8 A. M., October 27, 1922.

Fireman first grade W. Raymond McGill, Engine Company No. 25, for 6 hours, from 8 P. M., October 27, 1922.

## CIRCULAR NO. 11.

I. Engineers of the National Board of Fire Underwriters have been granted permission by the Fire Commissioner to make an inspection and report on New York Fire Department.

The inspection to start with a study of the organization, personnel, etc.

Compilation of equipment, including hose, ladders, etc., to be obtained from records of the department and to be checked by an inspection at one third to one half the stations to be in condition, arrangement and knowledge of men as to equipment carried.

Tests to be made of one third to one half of the engines; engines less than one year old or which have been given the department test at the repair shop during the past year need not be tested, and department test results will be given in tabular form.

Test of one half of the department test at the repair shop during the past year need not be tested, and department test results will be given in tabular form.

Test of company efficiency and team work of one half of the companies, to consist of (these to be on Sunday or early morning in congested districts), having men in uniform, on sound of gong, to start engine to nearest hydrant (100 to 200 feet) — connect — lay 100 feet of hose — get water — hook and ladder trucks to run from quarters to nearest building to be selected, raise aerial or longest ladder and have men go to the roof. Explain the use of all tools carried on the apparatus.

For companies in high pressure districts (extra) stretch lines to turret pipe and water.

Observation of evolutions at drill school, and compilation of official time records.

Observation of officers fire college.

Study and compilation of runs, hours worked, etc., of companies.

It is the intention to assign two field parties

to this work, one to operate in Manhattan, the Bronx and Richmond, the other in Brooklyn and Queens.

One man in each party will collect data and prepare the report on the water supply, including reservoirs, aqueducts, pumping stations, etc., as well as distributing systems, hydrants and valves. Another man will prepare the report on fire department and fire alarm systems, including testing of fire engines and fire boats, visiting fire stations and drill schools, and making a complete report on the fire alarm headquarters and their operation. A third man will study the laws and ordinances relating to fire, including fire insurance and fire prevention, including the storage and use of explosives and inflammables and electrical machinery.

The various districts into which the city may be divided with respect to occupancy, construction or fire hazard will be outlined, and inspections made of the blocks within those districts, in order to determine which of these blocks present a fire hazard above normal.

It is planned to prepare a number of maps to accompany this report. One of these will show the water distribution system, the dividing lines between services and the zones of pressure. Another map will show the locations of fire stations, high pressure pumping stations, etc.; the various structural subdivisions and the blocks considered above normal. A third map will show the relative values of buildings and stocks, congestion, etc., will be noted.

It will be necessary to hold frequent conferences with heads of bureaus during the course of the inspection in order that there may be a thorough understanding of the work progress. To that end every facility will be afforded to the inspectors to make a complete and thorough report.

I am confident that the officers and men of the uniformed force will make a splendid showing. When the report is complete I have no doubt it will serve as a standard for fire department organizations throughout the world.

By order of the Fire Commissioner,  
JOHN KENLON, Chief of Department.

## Police Department Orders

## SPECIAL ORDERS NO. 27.

1. The following temporary assignments are ordered:

## PATROLMEN.

Denis E. Murray, 24th precinct, to detective division, to duty in office of the District Attorney, Kings county, for three days, from 4 P. M., October 25, 1922.

Friedrich H. Symington, 68th precinct, assigned to day four and excused from duty, for thirty days, from 8 A. M., October 26, 1922.

John Goldsbaugh, 65th precinct to 40th precinct, assigned as acting lieutenant, from 8 A. M., October 26, 1922, during absence of Edward E. Miller, 40th precinct to 11th precinct, to duty in raised premises, for twenty-one days, from 8 A. M., October 30, 1922.

From precincts indicated to 4th inspection district, to duty in raised premises, from 8 P. M., October 27, 1922, to 8 A. M., November 10, 1922: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

2. The following leaves of absence are authorized (with full pay):

Inspector Charles A. Forman, 15th precinct, to 1st precinct, for five days, from 8 A. M., October 27, 1922, to 8 A. M., October 31, 1922.

## PATROLMEN.

Thomas Kelly, 72d precinct, for two days, from 8 A. M., October 27, 1922, to 8 A. M., October 29, 1922.

Clarence C. J. Farley, 74th precinct, for one day, from 8 A. M., October 27, 1922, to 8 A. M., October 28, 1922.

James E. Brown, 74th precinct, for one day, from 8 A. M., October 27, 1922, to 8 A. M., October 28, 1922.

Albert Douglas, 83d precinct, for one day, from 8 A. M., October 27, 1922, to 8 A. M., October 28, 1922.

Harry Stevens, 16th precinct, for one day, from 8 P. M., October 26, 1922, to 8 P. M., October 27, 1922.

3. Amendment: To the order of paragraph 8, S. O. 234, c. 2, as applied to Probationary Patrolman Francis J. O'Connor, shield No. 10944, 11th precinct, is amended to read: Patrolman Francis J. O'Connor, shield No. 10944, 11th precinct.

RICHARD E. ENRIGHT,  
Police Commissioner.

## Fire Record

A. M.  
12:01—In front of 216 West 57th st., auto, H. Thomas, 1st. Unknown.  
12:55—329 West 54th st., P. and W. Unknown.  
6:09—Gowanus, 1st. Unknown.  
6:09—437 Madison av., Bellvue Cigar Co., 1st. Unknown.  
6:23—21st and B'way, auto, John P. M. Unknown.  
6:20—30 Pitt st., Louis Schaefer. Unknown.  
P. M.  
1:30—2 and 4 Hanover sq., Frank Stephen. Trifling.  
2:05—85 Chrystie st., Harry Guger. Unknown.  
5:20—40 East 10th and Rockaway, slight. Unknown.  
5:45—402 Morris av., The Bronx. Unknown.  
6:05—215 West 144th st., rubbish. None.  
6:10—715 Columbus av., Thomas Pincusky. Unknown.  
6:20—249 7th st., 1st. Unknown.  
6:25—144 Madison av., Kramer Surgical Co., 1st. Unknown.  
6:35—701 6th av., Jack's Restaurant. Unknown.  
C. O. Unknown.



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## Beauties of All Races

Women of some 50 nations now whiten teeth in this way

Do you know that millions of people, all the world over, are now cleaning teeth in a new way? One result is whiter, prettier teeth. You see them everywhere today.

If you don't know that method, we urge you to make this delightful test. See what it means to you.

## Why teeth discolor

Teeth are coated with a viscous film. You can feel it now. It clings to teeth, gets between the teeth and stays. Food stains, etc., discolor it, then it forms dingy coats. Tartar is based on film.

Film also holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay. Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea.

Thus most tooth troubles are now traced to film, which no ordinary tooth paste can effectively combat. So, under old methods, tooth troubles constantly increased, and beautiful teeth were less often seen than today.

## Two combatants now.

Dental science, after long research, found two ways to fight film. One acts to curdle film, one to remove it, and without any harmful scouring. Able authorities proved these methods effective. Then a new-type tooth-paste was created, based

## Other new effects

Other results were found to be essential, and Pepsodent brings them. It multiplies the alkalinity of the saliva. That is there to neutralize mouth acids, the cause of tooth decay.

It multiplies the starch digestant in the saliva. That is there to digest starch deposits, for they may ferment and form acids.

Thus every use gives manifold power to these great natural tooth-protecting agents. And these combined effects are fast creating a new dental era.

## You'll quickly see

These benefits are quickly seen and felt. One week will convince you that Pepsodent does what nothing else has done. The results will amaze and delight you.

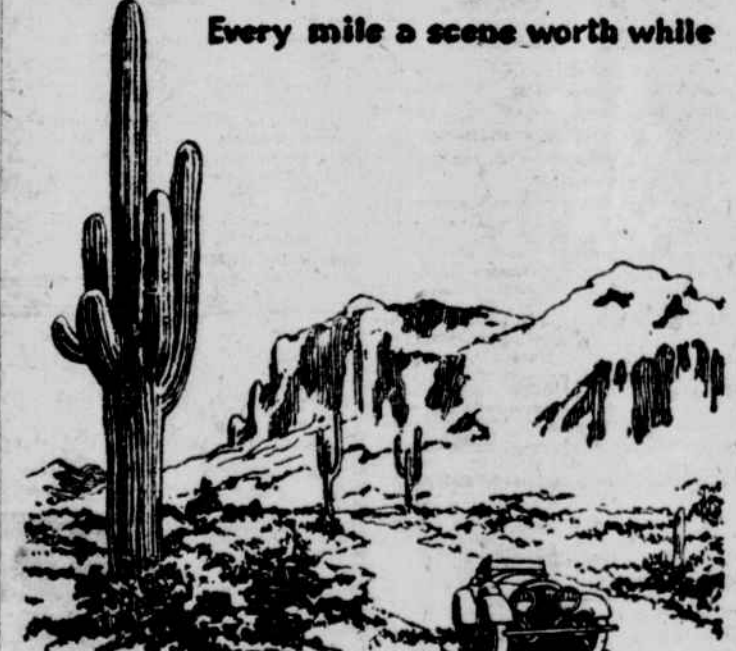
Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear.

You will soon realize that this method is important, both to you and yours. And, when you know that, you will not return to ineffective ways. Cut out the coupon now.

## 10-DAY TUBE FREE

THE PEPSODENT COMPANY,  
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Mail 10-day Tube of Pepsodent to

Only one tube to a family.



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